

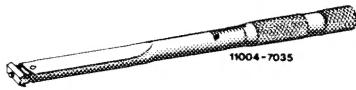
00–242 Retrofitting engine shock absorber (engine model 617 in type 123.1)

Tightening torques

		Nm	(kpm)
Bolts for engine bearer at engine mount front	M 12	70	(7)
	M 10	40	(4)
Bracket to oil pan		25–35	(2.5–3.5)
Bolts for rear engine mount at engine bearer		25	(2.5)
Nut (transmission to engine mount – reference value)		70	(7)

Special tools

Torque wrench handle
20–100 Nm (2–10 kpm)



001 589 35 21 00

Attachable ratchet, 1/2" drive for
torque wrench handle



001 589 42 09 00

Note

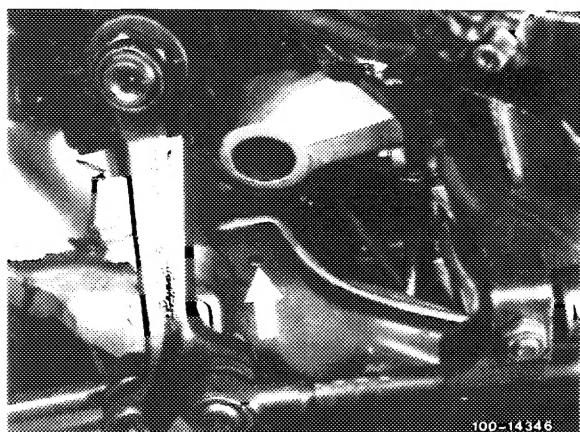
Vehicles with end chassis Nos. upward of those listed
below feature two engine shock absorbers:

Type	End chassis No.
123.105	108 728
123.130	108 309
123.132	108 728
123.150	002 875
123.190	000 087

The engine shock absorbers are fitted between a bracket on the oil pan and the crossmember.

If a vehicle with a lower end chassis No. is brought in on account of stuttering, idling vibration or drumming at low revs in neutral, it can be retrofitted with the engine shock absorbers.

In cases where just one engine shock absorber is fitted, this has to be removed first.



100-14346

Spare parts

Qty.	Part	Part No.
1	Repair set	
	Engine shock absorber consisting of:	123 586 02 24
1	Bracket (oil pan)	123 240 02 40
1	Bracket, left (crossmember) ¹⁾	123 620 13 14
1	Bracket, right (crossmember) ¹⁾	123 620 14 14
2	Engine shock absorber	123 240 09 48
8	Rubber buffer	123 241 00 65
2	Washer	123 241 06 76
4	Disk washer	123 241 03 12
4	Nut	913002 006005
2	Screw assembly M 8 x 30	914019 008003
2	Washer 8.4	000433 008406
	Engine mount, rear	115 240 22 18 ²⁾
	Supporting plate	108 242 00 31 ²⁾

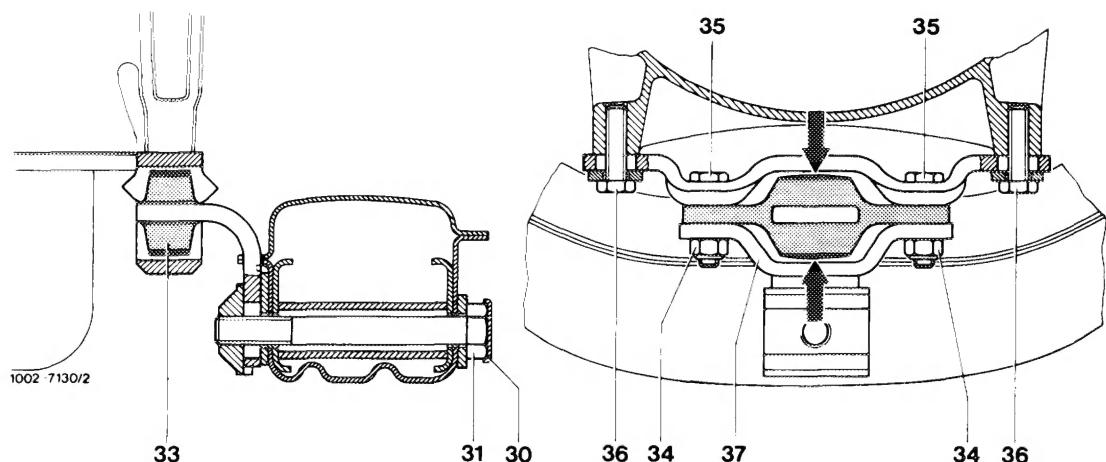
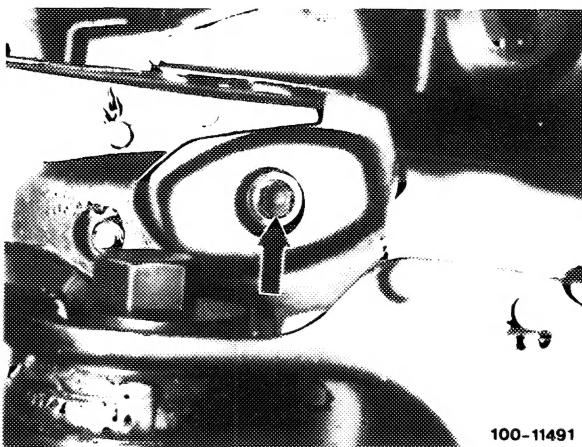
Where available: Works 10 (ET Esslingen-Mettingen)

1) Works 50 (ET Sindelfingen).

2) Only for models with manual transmissions.

Installation

- 1 Turn steering to full left or right lock.
- 2 Remove engine bearer bolts at engine mount, working from below (arrow).

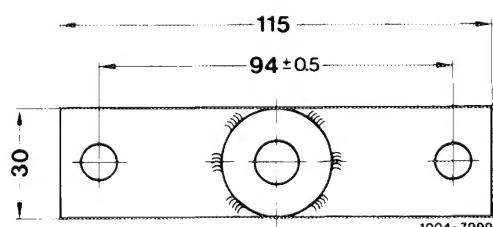
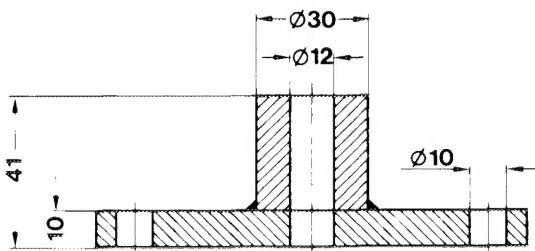


- 3 Lift up retainer (30) at front engine stop, swing away to one side and remove adjusting screw (31).
- 4 If only one engine shock absorber is fitted, first remove this absorber.
- 5 Unscrew bolts (36) in oil pan and fully withdraw engine stop.

- 6 Raise engine, applying inspection pit lift to oil pan or attaching a crane to front suspension lug on cylinder head. Lift up by such an amount that front engine mounts can be removed.

7 Remove front engine mounts.

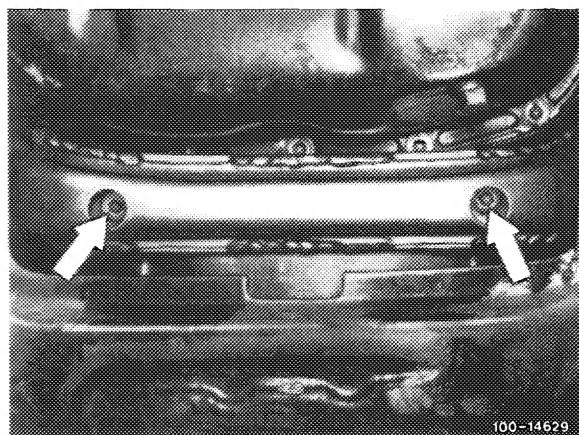
8 Install shop-made, rigid engine mounts.



Rigid engine mount

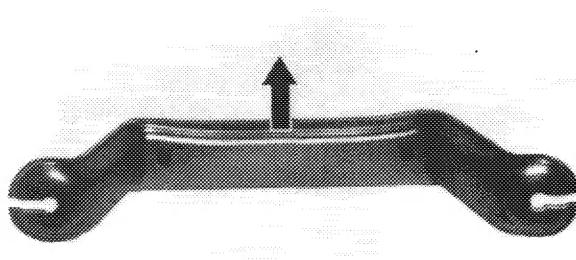
9 Lower engine and insert engine bearer bolts in engine mount. Do not tighten.

10 Bolt bracket (43) to oil pan (60).



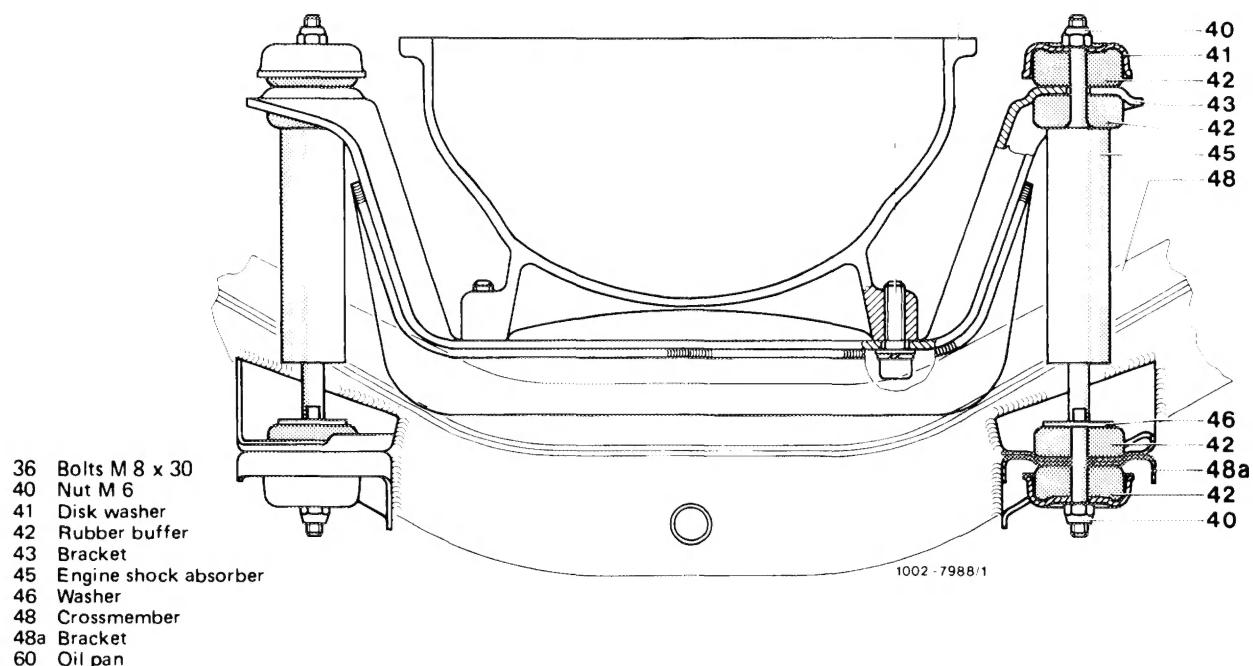
Note correct mounting location.

The concave side of the bracket must point toward lower part of oil pan (straight-ahead) (arrow).

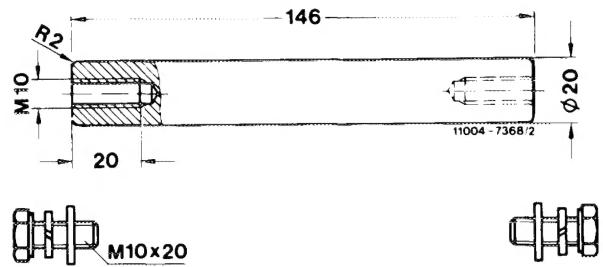


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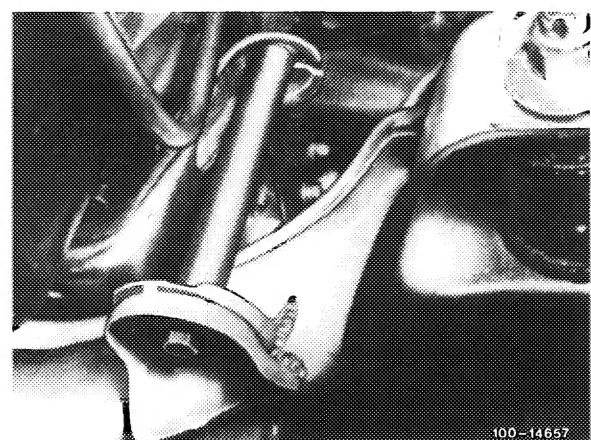
36 60



11 Screw shop-made welding gauge to bracket (43) at left-hand side in straight-ahead direction.



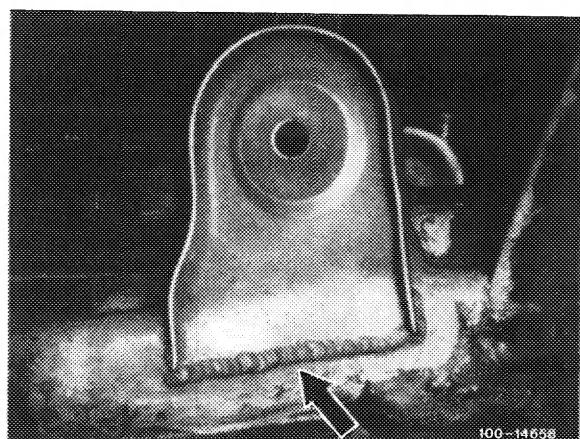
Welding gauge



12 Remove paint from crossmember (48) in region of bracket (48a) that is to be welded in position.

13 Bolt bracket (48a) to welding gauge and weld to crossmember. See illustrations for welding locations.

Be sure to use nothing but inert-gas welders.

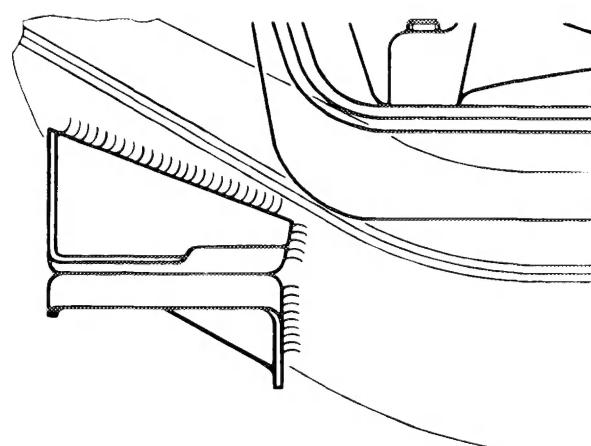


14 Remove welding gauge.

15 Bolt welding gauge to bracket at right-hand side in straight-ahead direction.

16 Repeat jobs 12-14.

17 Remove rigid engine mounts.



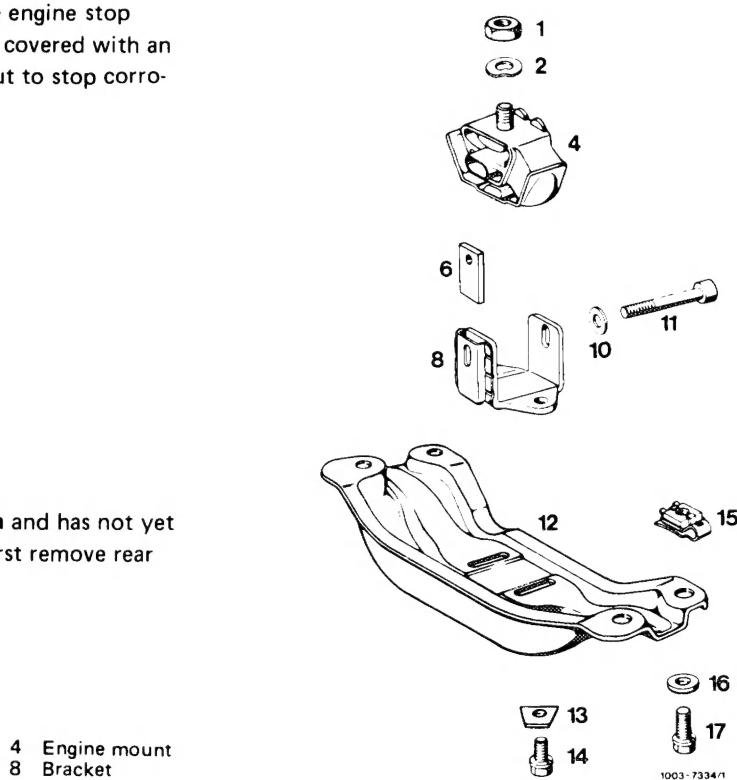
18 Install engine mount, making sure that shields are correctly located.

19 Insert and tighten engine bearer bolts at engine mount.

20 Apply primary and finishing coats of paint to welded brackets.

21 Install engine shock absorber with reference to illustration.

22 The crossmember hole where the engine stop was bolted on is now to be filled and covered with an M 12 x 95 bolt, two washers and a nut to stop corrosion. Position retainer on bolt head.



23 If model has **manual transmission** and has not yet featured an engine shock absorber, first remove rear engine mount (4) with bracket.

